



The Vintage Glider Club of Great Britain

NEWS LETTER

NOVEMBER 1976

Extracts from the Annual Report from the President during the Annual Dinner at Husbands Bosworth

Progress this year has continued, in my opinion, at the same rate as that of previous years. We have during the last summer had superb gliding weather and many of our less experienced members have had the chance to get to know their vintage gliders better on cross country flights.

Membership This has now reached 240 and is still growing.

Restoration Work and Repairs Two important vintage gliders, a Goevier and a Rhönbussard which were severely damaged in flying accidents during the last two years have been found good homes and will one day be repaired. An Eon Baby BGA 629 that was damaged this year during a cross country landing accident is soon to be repaired.

A beautiful 1935 Scud 3 has now been restored to airworthy condition by Mike Garnett (BGA 283). The Rhönbussard BGA 2077 (D-5700) is now flying due to the efforts of Ted Hull and has already done some noteworthy cross country flights. The 1950 Swedish built JS Weihe BGA 1093 is now in the very good hands of Arthur Cleaver and was flying with us during the International Rally. Following the News Letter's advice, he has first built a new trailer for the Weihe, before starting the aircraft's restoration.

A Meise Olympia has been bought in Germany by Robin Traves and is now in this country.

DUXFORD The great efforts of Mike Russell have made storage and restoration facilities available on the airfield for vintage gliders in his care. Duxford is jointly owned by the Imperial War Museum (the State) and the Cambridge County Council and large numbers of Cambridgeshire youth are giving their free time to restoring aeroplanes there.

OUR NATIONAL RALLIES Unfortunately our four National Rallies this year have managed to coincide with bad weather during a summer which has been unsurpassed for good weather. This was not the fault of Angus Munro, our Rally Secretary, who organised all the Rallies and attended them with his long suffering wife Val, in spite of incredibly hot or wet weather. Perhaps, because of the weather, the long distances to be travelled, the number of meetings, or because many of us were preapring for the International meeting, not many of our members managed to attend these meetings.

THE INTERNATIONAL RALLY This seems to have been a success, partly due to the good weather and partly because of the most dedicated, individual efforts, of some of our members, which Angus Munro managed to get into a whole organisation that worked. The success was also to a large extent due to the financial support that Rodi Morgan and his firm Precision Pulleys Ltd. gave us as sponsorship. To everyone who helped we can only say a big thank you. We especially wish to thank our foreign guests for coming and contributing so much to the occasion.

OUR SECRETARY No small amount of the success of the Vintage Glider Club this year has been due to the unceasing efforts of our Hon. Secretary Frances Furlong, who has continued to work for us in spite of the greatest personal loss. Her husband John was one of the staunchest supporters of British gliding before and after the war. I can only say, on behalf of the Vintage Glider Club, how sad we are that this has happened and that we and the whole British Gliving Movement will never forget John.

THE FUTURE The sun is still shining brightly for the Vintage Glider Club in Great Britain. The British Gliding Association and its Chief Inspector, Dick Stratton, could not be helping us more. There are still many more Vintage Gliders in this country to be restored.

We hope that the Fifth International Meeting, of the four years of our existence, will be held at Munster next July.

CUPS WERE THEN AWARDED to Mike Garnett for his restoration of the Scud 3 BGA 283. To Martin Breen for the first 300 km distance flight in a vintage glider (his MU 13D-3 BGA 1937. To Ted Hull for his labours and the cross country flights on his Rhonbussard BGA 2077. To Peter Banting for outstanding cross country flights in his low performance Slingsby Tutor and to Angus and Valerie Munro for contributing so much to organising the VGC's Rallies this year. Angus Munro has moreover made some fine cross country flights in his 1943 JS Weihe BGA 448 this year. To the pilots of the Husbands Bosworth T.21 for carrying out so many remarkable cross countries this year, including one of 250 kms. Flowers were then given to our Hon. Secretary Frances Furlong and to Margaret Dickens who had organised the evening.

OUR NEW RALLY SECRETARY Margaret Dickens has kindly offered to be our Rally Secretary for the next year.

KEN CRACK, OUR HON. TREASURER was welcomed back from Africa and he is already striving to improve our organisation.

BRITISH NEWS

Correction to our last News Letter Concerning the task on the 6th August ... Dunstable - Olney Church - Shuttleworth.

Other pilots who arrived at Old Warden ... VIA THE TURNING POINT .. but without timing their flights were ... C. Wills, Angus Munro-Kranich.. Peter Burwitz-FW.Weihe 50 .. Ron Davidson-Petrel and Adolf Zoller-Libelle L.10.

Further good flights On Sunday, 15th August, the day after our last foreign guest, who had been attending the International Rally, had left, there was again good weather with a North Easterly wind and a high cloudbase of over 7,000 ft. On that day, Chuck Benson flew the Rhonbussard, BGA 2077, around a 100 km triangle from Dunstable in two hours. The Kranich did an Out and Return to Old Warden, from Dunstable, taking 15 minutes to do the 25 km return. On this day also Martin Breen flew 300 km from Wycombe Air Park, into Cornwall, which he started during the afternoon.

On 18th September, Ted Hull did another cross country in the Rhonbussard BGA 2077 of about 110 kms in a very short time.

Meanwhile, at Nympsfield, Mike Garnett has been airing his Scud 3 for 20 hours, on 'local' cross country flights. This machine has now a considerable reputation for staying up.

THE MANUEL CONDOR This machine, built in the style of the old 1926 Poppenhausen, had its first flights at Cranfield during early August. It was even aerotowed to 2,000 ft. at which height the tow plane had to relinquish the tow due to its engine becoming over-heated, because of the slow towing speed. It is believed that the Condor's tests have been very successful.

A WEIHE DESTROYED We are appalled by the news that the Swedish/German 1943 JS Weihe, BGA 999 and 1230, has been destroyed, with a T.21B, in a hangar/workshop fire at the Lincoln Gliding Club at Bardney. Steve Hurt last year bought this machine from Mr. Genney at Grimsby, only to find that it needed £1,000 repair work due to glue failure in the fuselage, below the wings. This Weihe had previously been at Tarrant Rushton (The Dorset Gliding Club) where it had been owned by a syndicate. Its remains are being made available as spares for the other 1943 built Swedish Weihe at Bardney, BGA 1021.

There are now only four Weihes left in Britain.

A Meise Olympia was recently bought by Robin Traves, with great help from Werner Tschorn, from a gliding club near Cologne. It is believed to have been built by the Espenlaub factory near the Wasserkuppe in 1952 and to have its original steel tube frame canopy and ivory coloured paint, although its wing tips, nose and rudder are red, which is the rule now for gliders in Germany.

News from Rodi Morgan at Tangmere By now his Castel C.25S from France should be air-worthy, and work should have started restoring his Rhonsperber BGA 260. The fuselage of this machine has been restored. Now the existing wing is to be taken apart so that its ribs can be copied for the other wing, a main star for which already exists. A Rhonbussard's tailplane and rudder are to be used as a basis for those on the 'Sperber' and a landing skid for a Rhonsperber has been obtained from the Le Havre Gliding Club in France. The Kite 2 BGA 564 that was broken during the Spring of 1975 at Usk, has now been repaired and Rodi has been flying it.

Rodi has attended all five Vintage Glider Rallies organised in England this year with Billie and the cat Oly and he has allowed his most superior Doxmobile to be used as a sort of Clubhouse by VGC members during the terrible weather of four of those Rallies. The Vintage Glider Club wishes to thank him for his kind hospitality.

DUXFORD Very good progress has already been made restoring the German built (Schleichers 1942) Kranich 2, BGA 1147. The aircraft has already been stripped of paint and woodwork and glue seen to be in excellent condition, in spite of the years on Carlton Moor. With the welding skill of Martin Breen, its canopy has been changed back to its original form. Mike Russell wishes to thank Fred Porton for lending him the canopy off the Kranich BGA 1258, the only other German built Kranich 2 in this country, to copy.

The 1943 German built Kranich 2 BGA 1258 This machine has for years been at RAF Colerne and seemed to be slowly being dismantled rather than being restored. Now we are pleased to report that it has been moved to a dry workshop at Hurstbourne Tarrant, where Bill Pattison, who has returned from Saudi Arabia, and helpers, are to work on it.

The Kranich is at the following address: W. Pattison, The Retreat, The Deane, Hurstbourne Tarrant, Andover, Hants.

NEWS FROM MICHAEL AND TONY MAUPE ON THEIR TWO KITES BGA 285, which was built in 1936 is now stored near the Yorkshire Gliding Club awaiting the arrival of a new all metal trailer that Tony has built for it. Meanwhile, work progresses slowly and steadily on the other Kite 1 (built up from BGA 310 and BGA 327), which will be eventually finished in clear dope and lacquer, as were the original ones. The original "Kirby Kite" lettering has revealed itself from below several layers of old paint, on the side of the cockpit!

THE FOLLOWING VINTAGE GLIDERS ARE IN BRITAIN AND WE LOOK FORWARD TO THEM ATTENDING A VINTAGE RALLY ONE DAY:

*Meise - Robin Traves
 *Gull 4 - Bardney
 *Weihe - Bardney
 *Eon Baby - Bardney
 Kranich 2, Wren, Eon Olympia, Grunau Baby 2B, Dagling - all at Duxford
 *Krajanek
 Avia 40P - Perranporth
 Kranich 2A - Paul Williams
 Kranich 2B - Bill Pattison
 Gull 3 - Fred Rawlings
 Hütter H.17 - M. Gay
 Kite 1 prototype - Terry Perkins
 Scud 3 - Leslie Collins
 Rhonsperber, Rhonbussard, C.25S - Tangmere
 *Short Minibus - St. Mawgan
 and also *Eon Olympias, *T.2ls, 2Tutors, *Prefects another Meise in Cornwall and *Grunau Babies everywhere.

*These aircraft are airworthy so far as is known.

Geoff Moore and partner have been restoring the (mostly) 1944 German built Grunau Baby 2B BGA 1289 in a barn near Birkhamsted. Parts of the Baby may have been built before 1944 and the basic aircraft might have been built at a factory outside the frontiers of Germany at that time. Geoff Moore has installed a new trailing edge on the wings. This is now free of warps, 'sharp' and may have added a square foot to the total wing area. It is intended to cover the non-ply covered surfaces with Dacron ((Aerolene ?)). This is a man-made, nylon fabric which is stuck on and tightened with a hot iron. No tautening dope is needed to tauted the fabric, as this is done by heat. Dope is needed to weatherproof the fabric. (The dope for Dacron is called "BUTYRATE" but ordinary medium tautening dope can also be used). It is thought that Dacron will not be perished by the sun's ultra violet rays and therefore it will be possible to leave the fabric transparent, as it was in the old days. We congratulate Geoff Moore for being the first to use this fabric on a vintage glider. The result should be magnificent. If it is a success, we are sure that other Vintage Glider owners will also wish to use Dacron. We believe that Dacron fabric is almost indestructible.

BUTYRATE 9706. dope can be bought from: CSE Aircraft Supplies, Oxford Airport, (Thinners 9703) Kidlington, Oxon.

Martin Breen's 300 km Flight

Sunday, 15th August started like many other of the high pressure days of 1976, blue, slightly hazy, and with an east wind. With all the urgency of a man who'd seen it many times before an un-hurried breakfast was taken, a small amount of business conducted, and by 11.30 a leisurely trek was made to Booker with the MU 13.

The same lack of haste persisted as the glider was rigged and parked with several tyres holding it down against the freshening wind. It was 1 o'clock when I casually mentioned to Doug, one of the Booker instructors, that it looked a pretty good day for a down wind dash to Bodmin for Gold Distance, and but for the fact that I had no petrol, very little money and no crew, it might be worth a second thought. Doug replied that he had some money, his car was full of petrol, and as he didn't intend to fly, could also act as crew. A protracted attempt to find a barograph then ensued culminating in success only after much searching and loss of temper. Finally at 1.50, line drawn on map, barograph ticking and ready to launch, the tug pilot got out of the tug and went to lunch! However seeing the blue smoke coming from the canopy of the MU, Doug once more came to my assistance, and in spite of his reluctance to fly (due to a sore throat) had me on tow by 1.55.

It was soon apparent that the day was going to be good as the first thermal hit six knots and finally settled at eight. A desire to remain moderately legal reluctantly made me push off on track. The result of using pundit style inter-thermal speeds (40 knots would you believe) and a 20 knot tail wind soon had the airfield disappearing at a satisfactory rate, and but for the need to keep south of track due to extensive blue areas to the north west, excellent progress was made.

Salisbury Plain came and went in no time, and it wasn't long before I found myself over Yeovilton. At about this time obvious signs of sea breeze front started to appear from the Severn Estuary. It now seemed a good time to get as high as possible and see if what the book said about sea breeze fronts was correct, so instead of leaving as soon as the rate of climb dropped, I carried on up to cloud base and was surprised and elated to find it at 8,500 a.m.s.l. At this vast height I felt confident to tackle the sea breeze front. I sailed along under the leading edge of the cumulus-like clouds fully expecting to be able to cruise along like a car on the motorway. Five minutes later, after a loss of 2,000 ft. at vast rates of sink, I was prepared to admit that there was something wrong with my technique and hurried back to the thermals.

From now on progress started to slow down and by the time I reached Dartmoor it was clear the tail wind had now eased considerably. A long glide over the desolate moor towards some ragged cumulus soon had me biting my finger nails, prepared to accept almost anything: I played with several areas of weak lift and eventually reached the far side of the moor and was very relieved to find a six knot thermal which took me to 7,000 a.m.s.l. From this height a final glide should be possible, which was just as well as the entire Cornish peninsular was covered in sea air and only the tops of Bodmin Moor stood out clearly above the sea mist, which made it only too clear. I set out on tip toes only to run into strong sink almost immediately so I turned and fled back to my thermal to think things out. After regaining my composure and lost height, I decided that the wisest thing to do would be to abandon my original goal and fly south of Bodmin Moor keeping to the better

landing areas and carry on until airmanship or fear dictate that I land. Thus determined I set out and after a nerve-racking and unremembered period it became obvious that a landing was imminent. I say 'obvious' because I'd just flown past a Ford Cortina which was parked on a hill, and the driver and his wife and kids waved as I flew by.

As the ground fell away I carried on, but eventually had to call it a day at the tiny village of Dobwalls, just about, very nearly, almost exactly give or take a coat of dope and depending on the precise place of release, 300 kilometres away from my starting point.

Peddars,
Wood End Green, Henham
Bishop's Stortford, Herts

11.11.76

The Editor and Chairman and Members
The V.G.C. Newsletter;

Ladies and Gentlemen,

I am sure that I'm not alone, at the end of our 3rd gliding season as a "Vintage Club" in being somewhat concerned at the way recent events have turned out: to be frank three matters stand out, highlighted, perhaps by the hugely successful International Week at Dunstable, and these are:-

1. Low attendance at Rallies in the 1976 Season,
2. Low (lowest yet) attendance at the Annual Dinner, and
3. A degree of "social unease" at the end of the Season.

Our Club, has had a successful run so far, with some memorable events (who will ever forget "Camphill 75?") but like any other organisation, it cannot stand still - if it does not go forward it will go backwards. After consideration I have, I think, convinced myself that we all need more than the present one-way communication of our Newsletter (excellent and eagerly awaited as it is) - and that the practical way to obtain that communication is by way, firstly, of having a small Committee, and secondly, an Annual Member's Meeting (which I suspect we should have, anyway!). And a Committee must have terms of Reference, and perhaps, the Club should now have a proper constitution.

Maybe, also, we have tried too many Rallies - maybe, maybe.....? So, as a starting point I follow with a "plan for '77". Talk it over, tear it apart, make other suggestions, tell me I'm wrong, anyway, but let's see that the V.G.C. goes on and grows in stature, but do write your thoughts to the Newsletter. One final word - having opened the batting, I'd prefer not to take further part, for obvious reasons, (and I'm too involved at Duxford, anyway!).

Here goes:-

Constitution for 1977

+ President (Chris, please, permanently!)
+ Committee

- | | | |
|---|---|---|
| 1. Chairman, with a Casting Vote | } | Must own and fly a Vintage glider (share in one will do, of course) |
| 2. North Member (from a club North | | |
| 3. South Member and South of Leicester) | | |
| 4. Rally Secretary (& B.G.A. Liaison) | | |
| 5. Treasurer | | |

Other Officers

- | | |
|--|--|
| 6. Membership Secretary | (may or may not be |
| 7. Newsletter (or hopefully, Magazine) Secretary | Committee - but don't let it get too big!) |

Terms of Reference

On the lines of: "To take heed of the Members wishes, and to offer them guidance, where necessary, so as to organise the Affairs of the Vintage Gliding Club of Great Britain for the benefit of Members and Associate Members, in promoting the Cause of Vintage Gliding, and the safe operation of vintage gliders."

No more, and no less

Members

Owners of, vintage gliders or shares therein, who vote,
Other interested folk, "Associate Members" (who don't vote)

Committee Will meet at Rallies; exceptionally at other times by arrangement,
if necessary.

Meetings and Rallies

1. Easter or Spring, with a Committee Meeting, films and slides, preferably at a hill site, about Early April.
2. Summer rally, with a committee Meeting (consider awards, etc.) on a flat site, with a Barbeque or Feast (ha!) night. films and slides on one evening. "Whitsun" Bank Holiday.
3. Autumn Rally - The Late August Bank Holiday: at a hill site, preferably. The big event: Annual Dinner on the Saturday, with a Disco or Dance (NO films or slides) a Guest Speaker, Chairman's Address, Awards, etc Annual Members Meeting on the Sunday evening, against an Agenda, ending with films and slides of the past Summer. Committee Meeting after A.M.M. to decide on policy and plans, and next year's Rally venues.
4. "Visits" Members who wish to organise expeditions to other sites - e.g. Aboyne, Portmoak, Clevyd (its super, I can tell you!) should be encouraged to do so, and to announce their plans and wishes in the Newsletter "earliest" so that folk may team-up if they wish.

Newsletter or Magazine

"S & G" comes out bi-monthly, alternate Months from February 1st. So our letter or magazine should come out 6 times per year - Jan 1st, March 1st, May 1st, July 1st or "Summer Rally Number," Sept 1st or "Autumn Rally Number" and "Fireworks Issue" (November 5th containing A.M.M. Reports etc!!)

They are my thoughts - now I've pulled the release, folks, let's see if they can soar! Start writing, Chaps!

Looking forward to Gliding '77

MIKE RUSSELL

(Typed as Mike requested according to his draft correct to the last dot, comma and display - Frances)

FROM THE PRESIDENT

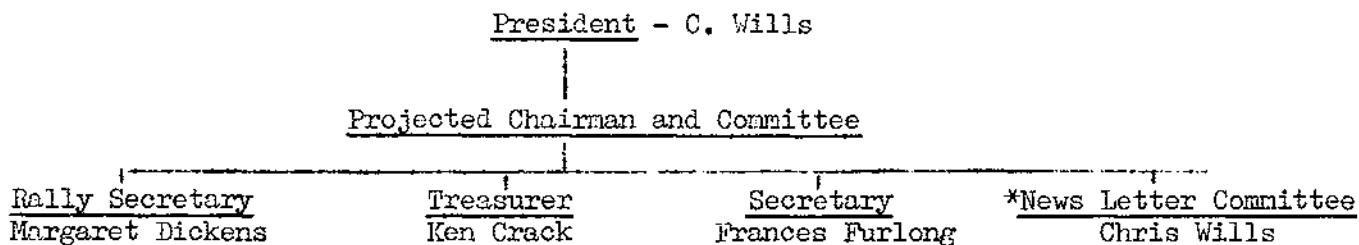
Mike Russell's letter suggests that the club has now grown to a size where it should have a committee. In order that this can be explored further before the coming season, it is proposed to hold a meeting on Saturday, 8th January 1977 at some suitable venue in the central London area.

Will all members, wishing to attend such a meeting, please contact the Secretary, Frances Furlong, not later than 4th January, who will advise them of the meeting place. This will be settled according to the number of people who wish to attend.

We all appreciate that our club is nationwide (with overseas members) and before any decisions are made on such a Committee, I will arrange for a postal ballot of all members asking for their decision.

In the meantime, please let me have your written views to put to the meeting should you be unable to attend.

The executive structure of the Vintage Glider Club at the moment is as follows:-



*It is proposed to employ a News Letter Editor during the New Year.

The above executive were not democratically elected, but were simply VGC members who were prepared to give their time and hard work free. It will be seen that the vacant positions in the structure are for a Chairman and Committee.

There has been a proposal for a Club Safety Officer, as the severe damage to four of our best vintage gliders during the last two years has been too much for us to bear. However, it has been pointed out that, as we fly at B.G.A. sites, B.G.A. Instructors are entirely responsible for our flying discipline and to have our own Safety Officer might involve stepping on their toes.

The V.G.C. has been got off the ground with the greatest success. Now we may need a more formal organisation to keep us airborne. The price of success is that the work load on the very few of us in executive positions is, at times, unbearable. Moreover we need to train others to step into our shoes should any of us become eliminated. If the latter should happen, the V.G.C. might come to a sudden stop. We wish to create a lasting movement, which will go steadily on for ever, rather than a sudden fierce flame that could go out.

I therefore wish to invite members with constructive ideas and criticisms to write either to myself: Chris Wills, Huntercombe End Farm, Nettlebed, Oxon, or to: Frances Furlong, Otford House, Otford, Nr. Sevenoaks, Kent - so that their letters can be aired in our Newsletter. The Newsletter is the Forum for our members' views.

HAVE TUTOR WILL TRAVEL

Time 2 p.m. Wind ENE 15 knots. 11 July 1976.

With words of encouragement from the other syndicate members I was dragged into the skies and dumped over Dunstable at 2,000 ft. in a tight little corker (thanks Mac). At 4,000 ft. and feeling quite pleased with myself I ventured for a view of the field below. Well it was still below but had shifted a couple of miles. This was a good enough reason to carry on away from the site knowing that any sort of a cross country in this machine was worth a few beers.

To cut a long flight short, it is not an exaggeration to say that I virtually circled all the way up the A5, never going above 4,000 ft. nor below 2,000 ft. It was absolutely blue. I must admit I had not realised how far I'd flown until I looked at the map in relation to where the A5 and M1 run closely together - that is at Church Lawford. Realising how much better it would seem to land at a proper site, I turned towards Husbands Bosworth and feverishly devoured the last of the Polo mints in a rather nail-biting final glide landing at 5 p.m. Thanks to the Coventry Club for a speedy pick-up and warm welcome.

The measured distance flown is 70 kms. I doubt if this flight is any sort of a record but I hope others will be encouraged to better it: we in the Dunstable Tutor certainly aim to - and that we shall see more cross countries recorded in open gliders.

PETER BANTING
A TUTOR TELLRAWAY

NEWS FROM OVERSEASAmerican News

The National VSA Meet went off as planned over the week-end 6/8th August 1976 at Harris Hill. This time, rain ready did douse any ideas of flying, except for some towed "fly-bys" on the Sunday. Eight Vintage gliders were present: - a TG-2, a Kirby Gull 1, Jan Scott's Goppingen 1 'Wolf', a 1-19, an LK-10, another TG-2 and a Slingsby Skylark. A notable absentee was the Canadian MU 13D. We imagine that this machine must have been sold. A newcomer to the regatta was a beautiful pearl blue Swedish built JS Weihe, in original form except for its blown canopy. Lars Johansson, of New Castle, Delaware, bought the machine just before the regatta and worked in a crash effort to get a wing tip repaired in time. The Weihe came up quite well after 200 lbs. of dirt and mud had been cleaned off. "I was surprised what good shape the ship was in underneath the crud" said Lars. The Weihe made quite a hit and was awarded the Restoration Prize.

Because of the bad weather members were taken on excursions to museums, etc. It was decided to hold a regional meet on 2/3 October at Jan Scott's private Air Park in Lovettsville, Virginia, roughly 45 miles west of Washington DC. Most pilots who attended at Elnira indicated that they would be at the Regional Meet as well.

Geoff Steele, VSA President, indicated plans to try to find plans so that members might make replicas of famous gliders.

In case this gets to him before the VGC letter, we should like to state that Weihe, Meise Olympia and Eon Olympia, Kranich and Grunau Baby drawings are in Britain. Minincoa drawings may be in the U.S.A. and M. F. Eacock, 20 Wyman Road, Lexington, Mass. 02173 might be able to help further on this. Apply to Norman Ellison "Glerup", Springfield Lane, Kirkbymoorside, York YO6 6LU for Olympia and Slingsby type drawings.

Drawings of the Horten Tailless sailplanes are owned by Karl Vey, 6078 Neu Issenburg, Waldstrasse 43, West Germany. He is currently trying to get these drawings copied. No one has yet found Hütter H.17 drawings.

The American Minincoa N.2664B, owned by Al Palmer is now flying at the heavy empty weight of well over 600 lbs. This is due to extra filler, etc. Information from Michael Eacock. **THUS, THERE ARE NOW MINIMOAS FLYING IN THE WORLD. 2 in Britain, one in Germany, one in Switzerland and one in the U.S.A.**

The LAST RHONADLER? Mike Beach has brought us news of the Jacobs, Schleicher Rhonadler, which is owned by Larry Gehrlein, Thermal G Ranch, Gliderport and Soaring Museum, Waterford, Pennsylvania, U.S.A. This machine was built in 1940 in New York, just before American entered the war, and it has never been flown! It is possible that Larry Gehrlein might be prepared to sell or swap this aircraft. This is the only Rhonadler (Hans Jacobs' first design of 1932) that we have been able to locate definitely. There may however possibly be another somewhere. Also at the Thermal G Ranch are other historic gliders, including a Baby Bowlus 1938.

Our member Dean McMillian is having to buy a new house. Because of this he will probably have to sell his Taylorcraft, and Jungster aeroplanes and his Baby Bowlus. There is a strong possibility that the Baby Bowlus will be sold to a museum and its flying will be ended for ever.

News from Germany

A friend of Wolfgang Habedank, who some will remember as the musician who was with us during the International Rally, is believed to have obtained very cheaply a Grunau 2 Primary glider. This type was known as the Schedelspalter (Scully Splitter) as the pilot sat within a vertical wooden triangle, the topmost apex of which was the upper cable bracing point for the wings. During an accident the pilot might be hurled against the forward side of the triangle. The aircraft must have been first designed during about 1930, if its forerunner was the Mozagotl (Grunau 8). Klaus Jeyn apparently has the drawings for a Grunau 9 in Japanese. Wolf Hirth went to Japan during the 1930s and hoped to start the Japanese building Grunau 9s.

Klaus Heyn has also just obtained an H.17A with a fabric covered, steel tube, fuselage. This must have been built during the 1950s and is in excellent condition. As he would like a genuine wooden fuselaged H.17A for his glider collection, is there anyone who would be prepared to swap a wooden H.17A fuselage for a metal one? There are now no less than 3 H.17s in his collection: two of them are H.17Bs.

During 1945 the Horten tailless drawings were buried underground in an aluminium tube of 30 cms diameter to avoid their being confiscated by the Allies. It was only a question on whether the tube could be found again. It was, and now Karl Vey is having some of them copied with a view, it is hoped, to a firm building a new centre section for the Horten 4A wings which are in the Deutsches Museum, Munich. The only problem remaining is whether the drawings are still in good enough condition to be copied.

We are very honoured to have the great glider designer, HANS JACOBS, as a member. We received a letter from him accepting membership and promising to do everything possible to be with us during the next International Rally at Münster, in July 1977. Between 1932 and 1939 he designed the Rhönadler, Rhönbussard, Rhönsperber, Sperber Junior, Sperber Senior, Habicht, Seeadler, Kranich, Reiher, Weihe and Meise Olympia. Each one was a success. 11 gliders in 7 years! And such gliders.

We are pleased to announce that OTTO BELLINGER, who was with us during our International Rally has been appointed Director of the Wasserkuppe Museum.

We are very glad to hear that the two Veteran pilots Peter Riedel from Germany and Hans Wolf from Australia have both made 500 km flights during last summer, thus gaining their Diamonds. We send them our congratulations. Peter Riedel was flying a Ka 6 and landed near Paris.

Peter Riedel has been much involved organising an appeal to save the Ursinus Haus on the Wasserkuppe from demolition. It is the last of the old, wooden, original buildings and should be restored. Hans Jacobs designed his original Rhönadler in it during 1932.

Letters from Britain carry special weight in Germany. Protests should be sent to:-
 Hessisches Landes-Amt für Denkmals-Schutz
 (Hess Office for Memorials' Protection)
 Biebericher Schloss
 Bieberich (Rhein)
 West Germany

and a copy of the same letter should be sent to:- Landrat Fritz Kramer
 Landrats-Amt
 Woert-Strasse 15
 D-64, Fulda, West Germany.

Protests have already been sent on behalf of the VGC's Committee.

Peter Riedel in conjunction with Jochen von Kalkreut, the famous Alpine glider pilot, is writing a new book on the history of gliding on the Wasserkuppe. It will be in two sections - up until 1930 - and from 1930 until 1939 with some reference to the later period after 1951. The book will be well illustrated and an edition in English will eventually be available.

Somebody has been building a replica D.28 Windspiel, near Leverkusen, during the last two years. It seems incredible that the drawings of this Darmstadt 1933 ultralight should still exist.

A LETTER FROM DENMARK

26 October 1976 from the Kongelig Dansk Aeroclub

Dear Mr. Wills, Thank you for your letter about Signe Skafte Möller. She died from cancer on 6th July after a long times illness. Her health had been bad for many years, but she continued to fly as long as possible. A few weeks before she passed away she was taken out of hospital one day during our National Championships at Årnborg to see it once more.

No decision has yet been taken regarding her MÜ 13D which is stored until further notice at our gliding centre. It is not in an airworthy shape and will demand quite a lot of work to become so again. But her family has not yet decided what to do. We would of course prefer to keep it in this country but we note your interest and shall keep you informed when something happens.

BELGIUM AND HOLLAND

Recently we have written to owners of a Rhönbussard, C.800, Grunau Baby, MÜ 13D, Meise, Spalinger S.18, Fokker Olympia, Eon Olympia and Goevier, in Belgium, and to the owners of 5 Slingsby Prefects, 2 Grunau Baby 2As, 3 Grunau Baby 2Bs, 4 Goevier 3s and 1 T.21B in Holland, inviting them all to join our VGC and hoping that they might consider entering their gliders in the next International Vintage Glider Rally at Münster next July.

Since then we have received a letter from the Administrator Michel Nizet of the Royal Verviers Aviation offering to join us and telling us of their Eon Olympia which was aerotowed from England in 1950. This is now the first solo machine for their pupils and has done many 5 hour flights, 50 km cross countries, and several 300 km cross countries and flights to 3,000 m altitude.

The Eon Olympia OO-ZIT has now flown a total 1500 hours and has made 1600 launches. Also at this club is the Rhönbussard OO-ZVA. It came to them from the French, who would not give it a C. of A. in 1951. With the Royal Verviers Aviation she has made 1200 hours and 1300 launches.

We were especially glad to see a well illustrated account of our last International Rally in the Dutch magazine PLANEUR: it was written by Hermann Rutschi!

FRANCE

We have sent a full description of our last International Rally with photographs to AVIASPORT at the Editor's request. We hope therefore that we shall have some French entries, for the first time, at our next International Rally.

The FUTURE of our gliders. Remember the terrible lessons of the last two winters when some of our gliders were badly damaged by wind and rain. If you must sell your glider, remember that there is no substitute for a new owner with much gliding experience and a safe flying record.

F O R S A L E

T.21B Price £1,200 or offer. BGA C. of A. to end 1977. Canopies, elevator trimmer, nose ballast, basic instruments. Completely resprayed red and yellow. Offers to Pam Davis, 3 Back Lane, Herriard, Basingstoke, Hants.

SWISS SPALINGER S.18 III built 1951. Complete with instruments "Badin". In perfect condition. Offers to M. Somers, Volkerenlaan 16 te 2610 Wilrijk Belgium Tel: 031-271338

GRUNAU BABY 2B for further details write to Werner Tschorn, D-5000 Koln (Cologne) Stallagsweg 49, West Germany.

MÜ 13D built 1957 with Kaurite glue. Excellent condition. Still cleared for cloud flying with appropriate instruments. Painted red and white with open trailer (canvas covered). One of the last two MÜ 13Ds built. Offers to: GB 398/X, Verlag Dr. Neufang KG, Nordring 10, Postfach 5, 4660 Gelsenkirchen Duer, West Germany. Recently completely overhauled. Hoped for price 4,000 DM.

Soon to be sold. GRUNAU BABY 2B. Peter Allen, 10 Wellspring, Blisworth, Northants.

Soon to be sold. Wartime German built MEISE, still with C. of A. Rene Notter, Feldheim 6, CH 6312 Steinhausen, Switzerland.

To be sold. BABY BOWLUS (1938) Dean McMillian 6109 Kimberly Circle, Las Vegas Nevada, 89107 UNITED STATES. Unless sold the aircraft will be put into a Museum. It is in excellent condition and is regularly taken to 10,000 ft. in desert thermals.

To be sold. BOWLUS SUPER ALBATROSS. One of two built in 1941. This is the original factory prototype and has been described as "possibly the loveliest glider ever designed in the U.S.". Stored since 1969. Needs recover. Historic performer. 5,000 dollars. Mike Shoen, 1256 East Medlock, Phoenix, Arizona 85014 UNITED STATES. (602) 248-7814.

AIR 100 1945 built, good condition. 800 DM. Two GRUNAU BABY 2Bs (Nord 1300s?) 500 DM each. Apply to Heinrich Schöenberg, Cranachweg 2, 5880 Luedenscheid, West Germany, Tel at home: Germany 2351 61497: at work Germany 2351 62383. The aircraft are still at Chartres, France.

W A N T E D

WANTED Complete or damaged port wing for Grunau Baby 2B-2: Martin Breen, The Old Post Office, Amersham Road, Hazlenere, Bucks. Tel: High Wycombe 35005

WANTED One pair wings for a GOEVIER 3 by Mike Garnett, Orchard Cottage, Hempton Lane, Almondsbury, Bristol BS12 4AP.

WANTED News of the fate or the location of the Royal Navy MÜ 13A. The aircraft is believed to have been landed in a hedge during 1957 by an inexperienced pilot. The damage is thought to have been repairable. The aircraft was removed for repair by a Chief Artificer. Does anyone remember his name? Information is needed for Chris Wills, Huntercombe End Farm, Nettlebed, Oxon.

OUR GROWING CLUB

We were 23 members when the Club was formed in 1973 during the time of the Nationals at Husbands Bosworth - and there was Frances helping in the office. I begged to have our membership forms typed and duplicated - she has been our invaluable Secretary ever since. Now the membership has grown ten fold - over 200, and the demands on her personal time to do all the many office things of the Club have become overwhelming, something needed to be done to ease the load.

The News Letter is the main link with our members outside of those who can get to the rallies, and at the same time in many ways the most difficult for "amateurs" in writing and editorship to improve, particularly when the direction towards more and better illustrations is very desirable (who said "one picture speaks better than a thousand words?"). So we have searched around to obtain some professional assistance in this direction (but at amateur rates of inducement), and I am happy to announce that Mr. Pierre Beguin is to assist us as Editor from the New Year. Pierre is the Senior Sub-Editor at Reuter's French desk, having studied physics in Zurich before moving over to journalism and being the London correspondent of a Geneva daily. He is a member of Thames Valley G.C. and as he says, intends to persevere in gliding and hopes to achieve results.

Now, to achieve the best results for us, he needs your continued support in articles, correspondence and opening with your "Best of 1976" VGC photos (with short accompanying note of place, date and details, not forgetting your name and club) please - all to Frances in the usual way who will continue to be the clearing house.

Ken Crack
Hon. Treasurer

THIS AND THAT

Seen at the Carvan Exhibition:- Ground Anchors for holding caravans from blowing over - should be good for trailers also - and soon to be put up in sets of three with a tommy bar for light aircraft and gliders. Enquiries to B. Dixon-Bate Ltd, Bridge Works, Tarvin Road, Chester CH3 5NA (Tel. Chester 24034).

LETTER FROM KENYA - FROM KEN CRACK IN NAIROBI

Yes, it was on! There would be gliding at Njaro on Sunday. Our man in Kenya 'Bin' Molineux said he would try and fix an air lift for me but things were never very definite. Not to worry - I had already checked that there was a train for the 96 miles to Nakuru, going on the Saturday evening. I rather looked forward to a ride on this historic metre gauge line - at least they had a passenger service again now. Last time I was here they had run out of engines so no passenger trains.

I went into the station office about half an hour before departure time. "You have a train going to Kisumu (Lake Victoria)? I wish to go first class to Nakuru". "Sir, yes, I will see if we have a compartment for you." Well, I didn't really need a whole compartment, the fare was 30s 90c (£2UK). At least that was less than the cost of petrol, apart from the hire of a car - it seemed a good start.

The train from Kampala arrived on the adjacent side of the platform, with much off-loading of people and their produce - there were no white faces to be seen. I inspected our train, ten coaches plus a buffet car and a first class coach adjacent. I knocked on its door and the attendant unlocked it from the inside to let me in, and re-locked it afterwards. There was no doubt, I was the sole representative of our great colonial past aboard that train.

The compartment had one seat for 3 with an upper fold-down bunk and its own wash basin and supply of fresh water. The squat diesel loco proved it could just get the train on the move. I looked forward to seeing the sun setting over the Rift Valley - it was a lovely evening.

The loco was working hard with its heavy train on an incline bend - it was working distinctly harder and harder - we shuddered to a standstill.

Ah well, it was scheduled $5\frac{1}{2}$ hours for the 96 miles, so what was a few hours more - time is not important in Africa. Within a few minutes there was a cavalcade of hawkers with baskets of local produce along the side of the train, from the nearby village.

The train struggled back into life and crept up to the next station for an unscheduled stop - presumably to rewind the spring or something. We clattered on - the sun had quickly set - I did not see the Rift Valley. Some clown had pulled the communication cord - good for local business!

"Would Sir care to have dinner?". The attendant offered the menu. It did shame to B.R. with its four courses. "Please sir, come with this ticket to the dining car next coach". "But it had said buffet". "Sir, there will be seats". One section was arranged for 10 seats. There was no doubt, I was the only 'paleface' on board. The dinner was excellent with good service, from perhaps the late Governor General's silver, at 18/- B.R. has much to learn from not so darkest Africa.

The journey passed quickly (than you David Niven for "The Moon is a Balloon") and Bin was at the station. He had heard the train coming from his bungalow - it was a little early.

The morning was bright and fine, temperature 50°F and a heavy ground dew. At the 6,500 ft. altitude of Nakuru the sun would soon burn it off. We made haste the 10 miles up to the 'strip' at Njoro to get out the T.21 before the others arrived. The hangar is also used to park a locally owned aircraft and the aircraft was away that morning, but the door had been left unlocked. The tow car had gone strangely dry of petrol - well I suppose one could not complain much as the aircraft owner paid the rent for the hangar. Whilst Bin DI'd the T.21, I wandered leisurely up the grass runway throwing off the stones. How they keep getting there is a mystery. The distant sound of an aircraft, and I quickened my pace to make signs to an African lad to get between his sheep and the runway. The first of our mini-rally arrived and in the end five aircraft from various parts came. As a newcomer I observed the operations, besides there were signs of cumulus forming on the nearby hills. The runway was about 3,000 ft. long and the tow car was an old Ford V.8 saloon cut down to a platform rear. The heavy fencing galvanised single strand wire was paid out, initially off a drum, then towed with a chain length with a safety release and a parachute at the launch end. It had many joints and was undoubtedly economical and worked well enough.

The T.21 altimeter was set at 7,000 ft. (the actual altitude of Njoro was 7,100 ft.) - it did not have enough adjustment range to bring back to zero. The launch felt rather slow with the car needing to change gear, and with the thin air, it took a good run to get off the ground. With the two knot cross wind, it was quite a demanding exercise.

After a cautious first 100 ft. a pull back giving around 800 ft. could be obtained on a good launch. It was quite cool and we made 8,500 ft. (altitude) and 23 minutes. Come to think of it, it was the highest I had been in a glider ASL, let alone a T.21. We came down at lunch time. The Njoro Club (I am not sure if the club or the airstrip were first established around 1926) is a delightful and restful place overlooking rolling countryside with its golf course (9 hole), tennis courts and bowling green. The number of members now is sadly depleted - our party of 14 doubled the local strength. Open table lunch at 10/- was all that could be wished for - it was taken leisurely - the tow car had picked up a nail (another mystery. How do nails get on runways) and had torn the valve out of the inner tube. Bin had gone with the wheel to get a new tube fitted - not bad for mid-day and Sunday.

We were under way again. The drums beat distantly. Was this the local Sally Army or darkest Africa) There was not a red Indian in sight, but it was a job to impress on the massed ranks of the local township to keep well clear of the runway. That tow wire from 800 ft. can be nasty. I felt a tingling sensation but it was too late. I was the Red Indian and quickly oiled over the sun burn - the UV at 7,000 ft. was undoubtedly very strong.

The afternoon passed very quickly and the Tutor was got out for those advanced enough, but there is no doubt its aerodynamics were never designed for that altitude and it returned to earth promptly. There is a K.13 (privately owned), also a Ka 6E and, Bin's pride, his Hutter 17, under restoration and due to fly on the 27th June - should be interesting!

With great speed we gathered aircraft and accessories to the hangar and our mini-rally set off in haste at 5.30 p.m. It's dark at 6.30 and many were those without Night Flying Ratings (anyway, outside of the few major places there were no navigation aids to use), they had given us a fine informal aerobatics display in the afternoon.

After a quick change, Bin and self retired to the Rift Valley Sports Club at Nakuru, still largely in its past superb state (damn it, they don't fill up the holes in the car park as they used to). We had a leisurely dinner and returned to Bin's bungalow with the alarm clock set for 2 a.m. We went to the station. There was life in the Station Master's office and all the lights were on along the modern platforms (just rebuilt before Independence). "I need a ticket for the night train back to Nairobi". "Sir, it will be here soon and then we will see the attendant." The train was on time - I thumped on the locked door of the first class coach, thumped and thumped. A police guard on the train called the attendant and he opened half the double door. "I wish to come on the train for a sleeping compartment to Nairobi." (It was not the same attendant as when the train went up to Kisumu the evening before). "It is full." "That is very strange as the attendant on the way up said it was never known to be full." "It is all people going back to Nairobi after the week-end." I turned to the assistant Station Master. "Tell him to show you his passenger list." All three looked at one another in silence. I motioned to Bin to move out of earshot as they knew he spoke Swahili. The Assistant Station Master came to us. "He thinks he can find a place so go on the train and he will give the ticket" The door was locked behind me, the compartment was empty, but the bunk was down. I do not think it was empty before, but has it ever been known for a European to want to go on the train in the middle of the night, let's be fair. The bedding roll hire was 10/- for blanket and clean sheets and pillows. I was awakened by a thumping on the door - it was 7.30 a.m. in Nairobi station.

It had been a good week-end.

Note from Ken

For those interested, the fascinating story of how the railway was built, are referred to:-

The Maneaters of TSAVO by J. H. Patterson
Paperback from Fantana.

The Hütter has been flown and gives a very acceptable performance. The Tutor was taken to Silver C height (10,500 ft. a.s.l.) a few weeks later by a local lady PPL.

A warm welcome to the following NEW MEMBERS:

ASSOCIATEU.K.

Emry Owen Williams
14 Wyndham Crescent
Easton-in-Gordano
Bristol BS20 0PQ

Miss Joan Brown
57 Birch Green
Nr. Hertford SG14 2LR

Brian Buckley
8 Park Road
Burgess Hill
Sussex RM15 8ET

David Brahan
122 Crabtree Lane
Harpenden
Herts AL5 5RA

Geoffrey Salt
33 Stoneleigh Park Road
Ewell, Surrey

John Beer
14 Eleanor Cross Road
Waltham Cross
Herts EN8 7LA

Overseas

Otto Bellinger
71 Heilbronn
Obere Neckarstrasse 14
West Germany

Hans Folgmann
Postfach 11 01 57
D - 4100 Duisberg 11
West Germany

Klaus Holighaus
7311 Dettingen / Tork
Rosslerstrasse 22
West Germany

Hans Jacobs
5900 Siegen 1
Stainstrasse 27
West Germany

OWNERSU.K.

KITE 1 R. J. Steward, 49 Tower Road, Burton on Trent
BGA 251 Staffs.

SKY David White, 24 Ashdene Drive, Crofton, Wakefield,
Yorks.

GRUNAU BABY 2B Paul Bolton, RAF Staff College, Bracknell
RAFGSA R2 Derks.

GRUNAU BABY 2B Ian Carter, 13 Medley Close, Easton Bray
BGA 1289 Dunstable, Beds

TUTOR John Thompson, 2 Rugby Road, Brandon Village
BGA 858 Leicestershire

Overseas

SPALINGER S.19 Werner and Hugo Roth, alte Post CH 8531 Amlikon
HB - 225 and Schulhaus, 8442 Hettlingen, Switzerland

MINIMOVA Harold Palmer, Route 1, Box 9-R ROY, Washington
98580 UNITED STATES

L.10 LIBELLE Adolf Zöllner, Ahornweg 2, 7512 Rheinstetten - Fo.
D - 8564 West Germany

GRUNAU BABY 2B Horst-Dieter Rey, Nachtigallenweg 8, Postbox 301064
D - 1128 D - 5000 Köln 30, West Germany

EON OLYMPIA Michel Nizet, Cahussee d'Oneux 39, 4870 Theux
RHÖNBUSSARD France - for the Royal Verviers Aviation

IMPORTANT - YOUR HELP PLEASE

We want to issue a correct, up to date list of members, owner and associate early in 1977. With this issue we are sending slips to OWNER MEMBERS asking them for confirmation of the details on their slip - and correction by the end of January. If YOU HAVE AN AIRCRAFT - OR PART OF ONE - and no slip is enclosed with this News Letter it seems that we have not got correct information on your record card.

PLEASE IF YOU HAVE ANY PART OF A GLIDER AND NO SLIP IS ENCLOSED WITH THIS NEWS LETTER, send us correct information as soon as possible.

Information to Frances Furlong, Otford House, Otford, Nr. Sevenoaks, Kent.

The British Gliding Association has issued notice of the following dates for 1977:

28 May - 7 June	British Nationals, Dunstable
11 - 19 June	Competition Enterprise, North Hill (unrated)
18 - 26 June	Western Regional, Nympsfield
16 - 24 July	Booker Regional
30 July - 7 August	Lashan Regional
20 - 29 August	Euroglide, Husbands Bosworth

In addition Shobdon and Portmoak are proposing to run Regionals but no details or confirmation are available as yet.

OFFICIAL OBSERVERS

Official Observers with the prefix 76/- to their registration number are reminded that their appointments lapse on 31st December 1976. Applications for renewal should be submitted to the DGA on the new GREEN forms obtainable from Gliding Club Secretaries.

TECHNICAL ARTICLES

New members might like to know that photo-stat or duplicated copies of TECHNICAL AND OTHER ARTICLES issued with News Letters since the Club began are available:--

September 1973	MINIMOVA	4 pages	45p inc. postage	
October 1973	WIEN SERIES	2 pages	25p	"
February 1974	KRANICH	5 pages	55p	"
April 1974	BOWLUS BABY ALBATROSS	3 pages	40p	2
September 1974	WEIHE	5 pages	55p	"
January 1975	MU 13	5 pages	55p	"
May 1975	S.18 Spalinger	4 pages	45p	"
August 1975	Rhonbussard	4 pages	45p	"
November 1975	More Weihe	2 pages	25p	"
February 1976	Olympia	3 Pages	40p	"
To help with RESTORATION WORK PLUS KAURITE GLUE		4 pages	45p	"
Colour Schemes and Registration of German Gliders 1935/45		2 pages	25p	"
Storing Vintage Gliders during the Winter		2 pages	FREE	s.a.e. please
November 1976	Grunau Baby	7 pages	70p	"

Issued by Chris Wills, Huntercombe End Farm, Nettlebed, Oxon.

(Tel. 049.18.650)

Ken Crack, 45 Church Crescent, Finchley N3 1BL (Tel 01.346.8094)

Frances Furlong, Otford House, Otford, Nr. Sevenoaks, Kent

(Tel. Otford 3277)

Margaret Dickens, 14 Rockingham Court, Rushden, Northants NN10 9HQ

(Tel. Rushden (093.34) 569.59)